

Bailey History

(Compiled April 2005)

This history is loosely written by combining accounts from local citizens over the past years. Some dates are accurate while other accounts may be undated or wrong. Contributors of this Bailey History include: Mrs. Carrie Meacomes; Thomas (Ted) Deans, written in 1968 as a term paper; L.S. Inscoe, long-time Nash County School Superintendent who wrote his accounts in 1956; James Allen Whitaker, MD, a one-time country doctor's companion-assistant, whose accounts dealt with the doctor's migration from one town to another and of the country doctor who first rode by buggy, later by car, and also by horseback when the weather became extremely bad. He also centered on sanitation issues of medicine and of home sanitation in the prevention of disease; Mrs. Jessie P. Farmer, former Bailey High School English Teacher, whose article pertains to her husband and his family's involvement in Bailey history; and by the current Mayor Robert C. Frazier, Sr. who compiled his historical account in 2003 specifically for the Virginia Dare Book Club.

In North Carolina, Nash County lies in the Coastal Plains east of Raleigh. In the extreme southern tip of the county lies Bailey Township where Nash County borders on the boundary line of Wilson County.

In 1907 the Norfolk Southern Railroad laid down tracks through Bailey Township, thus opening up a section of the county that was sparsely settled and little known on the other side of the county. This necessitated establishing towns or depots accessible to prospective passengers. In 1908, at an extra session of the North Carolina General Assembly, an act was passed incorporating a town in Bailey's Township to be named Bailey for the Township Section 2.

The site for the new town was on the property of the late Mr. J.D. and W.D. Farmer with 60 acres in the town plot as the railroad company required.

The site for the depot was given by the J.D. Farmer estate. People began to move into the new settlement which made it necessary to form a town board which would set up governing rules and regulations. Mr. I.N. Glover was elected as the first mayor and Mr. J.D. Finch, Mr. M.C. Bissette, and Mr. J.D. Farmer were officially the first town commissioners. Mr. Rufus Benson became the first marshal and constable for the Town of Bailey and in 1911 the incorporated limit was enlarged.

The first business in the new town was a store owned by J.D. Farmer, later sold to Mr. Irvin N. Glover. Soon a variety of businesses were opened and the post office was moved from Eatmons, a distance of two miles southwest of Bailey. Miss Sue Vick became the first Post Mistress.

There was no school within the town limits until 1910 when a six-teacher school was built, which was deemed adequate at the time. It was only a few years until this

school was replaced with a larger building which included a gymnasium and agriculture building.

Even though this fertile region was merely 200 miles from Jamestown, Virginia, it was not settled by homesteaders until after March 25, 1713. It was then that an extremely violent tribe of the Tuscarora Indians, who controlled this section of North Carolina, was defeated in a battle 40 miles southeast of Bailey on Contentnea Creek. Consequently that tribe of Tuscarora Indians went to New York. After the 1713 truce, settlers began coming into the interior of North Carolina. In the beginning, most were English and many of those settlers were descendants of the early Virginia colonists.

Not since before the Roman conquest of Britain had these people or their ancestors lived in such isolation as they were destined to experience here...200 miles through the forests from the small town of Williamsburg, Virginia. None but the hardy would attempt such a trip and, at that time, there were no significant places worth a visit.

These early settlers had little outside influence so they retained their Elizabethan characteristics: speech, crafts, cooking methods, clothes, music, mores, children's games, and riddles. Just after the turn of the century people from deep in the country dressed much as the Amish do today. With the women's long skirts and bonnets, there was similarity also to the high mountain people of the Appalachians.

The Township of Bailey was formed in 1860 when William Joseph Bailey, whose family came from England in 1565, was given a grant of 640 acres two miles from the present town. During the Civil War, according to local history, this area was called Bailey's Mustering Ground, the place where soldiers assembled for duty or were discharged, and the area was also used as a hospital.

The history of this community dates back to the 18th century when Drewey Bailey settled in the area. Bailey Township of Nash County was named for the Bailey Family and the town was subsequently called Bailey after the Bailey family when it was incorporated in 1908. Even today members of the Bailey family reside in the community.

In 1900 Bailey Township was almost isolated owing to the fact that roads were few and in poor condition. At that time there were no railroads and other transportation was very slow and difficult. The development of the railroad was actually the beginning of the town of Bailey. Prior to that time, the area was known as Eatmon's Post Office.

The Town of Bailey was founded in 1907 by Joseph Farmer, a prominent landowner in Bailey Township. Also, in 1907, a railroad was built and the Town of Bailey became established as a railroad depot by the Norfolk and Southern Railroad. The surrounding area had been primarily agricultural but the arrival of the railroad was an

important factor in the subsequent development of the Town of Bailey and the prospering of its citizens.

On February 18, 1903, the North Carolina General Assembly ratified a bill granting charter to the Raleigh and Western North Carolina Railroad Company. The stockholders of the company met on July 11 of the same year and changed the name, as permitted in the charter, to the Raleigh and Pamlico Sound Railroad Company. A preliminary survey put the proposed railroad through the southern part of Nash County. On July 30, 1903, citizens of Bailey and Dry Wells Townships petitioned the Board of Commissioners of Nash County for an election in each township permitting each to subscribe to \$5,000 in second mortgage bonds of the Raleigh and Pamlico Sound Railroad.

The Commissioners granted the elections and set the date for September 22, 1903. I.N. Glover was named registrar and J.P. Underwood and J.D. Finch judges of the election. In Dry Wells, Exum T. Lewis was registrar and J.J. Kemp and J.R.J. Finch judges. In Bailey Township the vote was 63 "For Subscription" and 18 "Against Subscription." Dry Wells' vote was 125 for and 3 against. The County Commissioners canvassed the vote and authorized J.A. Whitaker, Register of Deeds, to notify the Raleigh and Pamlico Sound Railroad Company of the results and instruct them to have the bonds prepared for execution. The bond paid 5% interest, payable semi-annually, and the bonds were to be paid in 30 years. Actually the township never put up any money. The railroad was financially successful and paid when the bonds and interest were due. The railroad company began acquiring right-of-way through Nash County in November 1903.

In the years between 1903 and 1906, when actual construction of the rail line got underway in Nash County, many rumors were circulated. Some of these were published in the *Nashville Graphic* newspaper. Wakefield, one of the towns on the line as first surveyed, was to be left off the new railroad, according to J.B. Rice of that town. This report proved to be correct. Another was that instead of going by Wilson, the new railroad would connect with the Atlantic Coast Line at Spring Hope, thus connecting Rocky Mount with Raleigh. President J.M. Turner of the Raleigh and Pamlico Sound Railroad Company denies this report and another that the Atlantic Coast Line had bought out his company. Reports that the Standard Oil Company had bought out the Raleigh and Pamlico Sound Railroad also proved to be erroneous.

In 1906 construction of the new railroad was underway. Two sites for depots had been selected in Nash County; one at Rogers Cross Road in Dry Wells Township and the other on the land of J.D. Farmer, who operated Eatmon's Post Office at his home in Bailey Township. Land of three persons were involved in the site for the town at Rogers Cross Roads and some difficulty was experienced in renewing the railroad option on the land for the town so the site was removed to the land of J.R.J. Finch and the depot and town were named Middlesex. There were two stories as to why this

name was chosen, both of which could be correct. One was that one of the engineers surveying the road was an Englishman and asked that the place be named for his home in Middlesex, England. The other story is that the location is midway between Turkey Creek and Moccasin Creek, which made Middlesex an appropriate name. First suggestion for the Bailey Township town was Farmer, the name of the site owner, but there was already a Farmer and Farmerville in North Carolina so the town was given the name of the township in which it was located. The engineers who made this railroad survey were Albert Snyder and Bob Pope.

The railroad company required 30 acres for each new town site. A total of 60 acres were in the original town plot. This land was laid off with streets and divided into lots. Half of the lots were to be property of the railroad company and half retained by the owners J.D. and W.D. Farmer. The community got its railroad, built in 1907 by prison labor. In October of that year the first train, a special to the North Carolina State Fair in Raleigh and composed of five cars, departed from Bailey at 9:00 a.m. With a full load of passengers including some in the baggage car, the train arrived at the end of its 40-mile journey three hours later.

The town was granted a Post Office by the Federal Government when established. It serves the town and the surrounding rural community.

Grading tools used for the road bed were wheelbarrows, drag pans and larger scoops or pans that had wheels and required two to five mules to operate. A labor camp was located at the present location of Rock Springs Free Will Baptist Church just west of Bailey. June 20, 1907 headlines from the *Nashville Graphic* read "Railroad Camp in Bailey Scene of Double Killing." B.M. Farmer, a young fellow at the time, says he visited the scene following the murder and playing cards were scattered around the table where gambling had been in progress. Since that time, he always had a horror of playing cards. Mr. Bennett, who was in charge of the labor camp, was noted locally for driving the finest horse and buggy in that part of the country.

By early October 1907 the rails were in and roads near enough completion to justify plans for operation of the special passenger train for the State Fair in Raleigh later that month. Late in the day before the first train was to operate, it was discovered that the pump for the railroad water tank in Bailey had broken down so J.D. Farmer of Bailey drove a mule and buggy to Wilson and back that night to notify railroad officials that they would have to make other arrangements for water for the locomotive to pull the Fair Special early the next morning. The "Fair Special" did operate three days, loaded to capacity on each trip. However, more time was required before regular passenger service could continue.

The first trains operated between Raleigh and Chocowinity. At Chocowinity connections could be made for Norfolk and other points. In a contract dated November 30, 1908, the Raleigh and Pamlico Sound Railroad sold out to the Norfolk

and Southern Railroad Company which extended the rail connections for the line to Norfolk. On the other end, the line was extended to Charlotte, which gave direct rail connections between that city and the seaport at Norfolk. Soon Bailey and Middlesex could boast of six passenger trains per day. Eastbound trains went through town at 7:30 a.m., 4:30 p.m. and 11:00 p.m., and westbound at 5:00 a.m., 11:30 a.m. and 7:30 p.m. The eleven and five o'clock night trains included a sleeping car. Later with good road and automobiles, the passenger trains were eliminated but the Norfolk and Southern remained and still is an important freight carrier.

Following the establishment of a railroad system through Bailey and Middlesex, an influx of new young residents arrived, including businessmen, craftsmen, physicians, dentists, and lawyers.

Most of the Main Street buildings were built early in the history of Bailey. The W.H. Farmer Brothers Building was originally one-third of its later size and was known as "Glover and Lewis." After the Farmer Brothers obtained it, the building was enlarged.

General supply stores were opened by W.A. Farmer and Brother, M.C. Bissette and Company, while Charles H. Eatmon opened Tomlinson and Company. Cubie Stone, master craftsman, opened a blacksmith shop, which was a special enterprise.

One of Bailey's first merchants was Malachi Bissette who owned the larger store in the area. It was quite typical of the general store carrying everything needed from birth to death -- farm supplies groceries, clothes, and coffins. Several of the first buildings of the town are still occupied. For example, Bailey Furniture Company occupies the Malachi Bissette Building. The concrete blocks used in constructing the first buildings such as the post office, drugstore and several merchants' establishments, were made near the building sites on the adjacent block.

In 1913 the Town of Bailey got its first school. The demise of Rock Springs School, a three-room building a mile from the town of Bailey, had given birth to Bailey School, a two-story frame building with six rooms downstairs and an auditorium upstairs. On each side of the former entrance were cloakrooms; one for the boys and one for the girls, forerunners of the present-day lockers.

In this modern, roomy building came three teachers who taught primary grammar grades and high school subjects to students of all ages. Students sat on boards laid across blocks or nail kegs to learn reading, writing, and arithmetic to the rhythm of dangling legs.

One of the teachers recalls that there were no grades in those days, no overcrowded rooms, no permanent records and no outstanding extra-curricular activities. However, there were problems; attendance was poor, fights on school grounds were not unusual and sanitary conditions were appalling. With many youngsters, baths were

summertime propositions and itching was prevalent with lice infested heads. The first class to graduate from Bailey High School was the class of 1918. Seven graduates received their diplomas and the town was in its proudest hour.

By 1922 the school had enlarged to the point that the 1913 building was no longer adequate. Bailey had inherited the high school and three buses brought children in from surrounding areas. It was time for a new building. The old building was moved to one side while the teachers taught in churches and empty storerooms. By 1924 the new school was opened with a staff of twelve teachers.

In 1926 Bailey became heir to Mt. Pleasant High School, bringing the enrollment to 413, the number of buses to six and the teachers to 14. The curriculum was expanded to include a home economics department and music. A school paper was also published that year.

Athletics came into prominence in 1926 with basketball as the first organized sport. In later years baseball, tennis and volleyball were also added, although basketball has been the most successful, with Bailey teams being highly recognized for their achievements throughout the years.

In the fall of 1931 Bailey adopted its last school, Manning's, and enrollment passed 500 for the first time, later rising to 650. The average attendance became such that it required a staff of approximately 25 teachers. It was during these years that Bailey established its first program in vocational agriculture. A PTA, Parent-Teacher Association, was established in 1935 and was a vital part of institutional education in the community of that day.

As the years passed the school curriculum expanded to include a commercial department. Established in 1941, this department was recognized as one of the outstanding commercial departments of any rural school in the state. The following year the school had its first cafeteria or "Lunch Room" and the school newspaper, "The Bugle," received national recognition for many years.

In 1932 all married women teachers were asked to resign; however, the following year the community agreed that marital status did not hinder their effectiveness, so from that time, married teachers have been permitted to teach in the local school.

Today the town has adjusted to the fact that having a local high school as part of the community is over. Because of the demands for higher and more specialized education, the students in the Bailey School District consolidated with schools from adjacent areas into a large regional complex a few miles out of town. Although the residents realized its necessity, it came as a blow to a community fighting to maintain its identity as a progressive rural service center. In 1968 the high schools in Nash County, on the southern side, merged and became known as Southern Nash High

School. This left the old high school more space for the elementary school children. The school then began to house students grades 1 - 8, new teachers and a new principal whose name was Mr. Ainsley.

Even in agriculture Bailey had its failures. In 1919 Bailey had established itself as a small but promising tobacco market until the depression of the 1920's. At one time in a four-day sale, the Bailey market set the highest price per pound average on tobacco ever established in the United States. At this time the town had two warehouses located on the north and south sides of Main Street, but both were forced to close, one of which was owned by Jack Collie. Bailey has never been able to re-establish itself as a market for the number one crop produced in the area, due to the improved roads, trucking industry, and the tobacco markets in Wilson.

At one time when cotton was an important money crop, Bailey had three cotton gins owned by Farmer Brothers, Howard Farmer, and a co-op of local farmers. As the production of cotton dropped drastically, the entire town was affected. In the mid 1950's, a livestock market was established in Bailey but this had to be phased out because of competition from surrounding towns. In the 1920's and 1930's the livery stable business was a very productive enterprise. At one time there were three or four independently established stables buying and selling horses and mules. Josh Strickland had one on Main Street where an auto service is now located. Dan Bisette had a stable business in back of the current heritage Bank and Mr. Privette had a stable business behind a building on Main Street across from the Town Hall. At the beginning of World War II, farming was rapidly mechanized as tractors came into widespread use and the stable business was forced out.

Some of the other businesses and industries that have been in Bailey include garment factories, a mortuary, a newspaper, sawmill and lumber business, a theater, grocery stores, convenience markets, new and used automobile dealerships, a feed mill and a wholesale business.

The garment factories, Bailey Garment Plant and Textiles, employs 150 persons combined. The leading non-agricultural industry of the area is Neverson Quarry of the Superior Stone Company. The Quarry came into existence in 1913 by an act of Congress. In that year Congress authorized a harbor of refuge for ships in case of storms at Cape Lookout on the North Carolina Coast. This necessitated the erection of two long sea walls behind which ships could seek protection. Furnishing stone for this breakwater lead to the opening of the quarry. Since that time the Quarry has been open at irregular intervals.

While closely following the completion of the Cape Lookout project, a ruling by the State Highway Commission's engineering department requiring a certain hardness of pairing stone for all roads in North Carolina lead the Bryan, Monroe Company to reopen the Quarry. It is a source of the hardest stone in the state.

In 1948 the company changed its name to Bryan Rock and Sand Company. Under this and the Superior Stone Company leadership, the quarry has become one of the largest and most modern granite crushing plants in the south. It is understood that the supply of stone in the area is inexhaustible with an average shipment making Bailey the fourth largest freight-originating point on the Norfolk and Southern Railroad. Economically, the Bailey community is feeling the results of this increased stone output. Around 100 men are regularly employed with local labor used when possible. This adds approximately six-tenth of a million dollars to the area's economy annually.

A mortuary existed in Bailey for several years but dissolved because of competition from surrounding towns. The town presently maintains two auto dealerships. Several others have tried but were unable to maintain as independent enterprises and went out of business. In 1947 a small wholesale business was opened in Bailey and by 1952, it had grown to be one of the largest in eastern North Carolina. This was quite a boost to the local economy, but by the mid or late fifties, this business merged with another company and relocated to a nearby city.

Bailey had a newspaper, *The Bailey News*, at one time. The first edition was published on May 21, 1951, and did include some state and national news, although it was basically local in scope. Because of competition from major newspapers of the area and lack of interest on the part of the townspeople, the endeavor was unsuccessful and the franchise discontinued after two years.

The first issue of *The Bailey News* featured the headline, "Bailey Enters Finer Carolina Contest." This was perhaps one of the most creative efforts in the recent history of this rural town. In 1952 the Carolina Power and Light Company sponsored a campaign to a town of 100 or less population which was doing the best job to build a "Finer Carolina." A \$1,000 prize was offered to the winning community. The purpose of this campaign was to improve the economy of the community and to develop community pride. According to an article in the second edition of the weekly paper, there was much enthusiasm on the part of the townspeople for the program. Five institutions, streets and sidewalks, municipal utilities and public utilities were noted.

The church has continued to be very important to the people of Bailey. Today Bailey has four larger churches and several smaller congregations, as well. All are Protestant. An accurate church history of them is not available. Methodism can be traced back to the pre-revolutionary period when Pleasant Grove was established on the outskirts of the present Bailey Community. This church was the parent church of the present Methodist Church in Bailey as well as five other churches in adjacent communities. Further statements regarding the church history of the community cannot be validated. The Baptist and Methodist Churches have large modern structures and are rather urbanized as far as methodology; however, they have not broken from the traditional orthodoxy which is the dominate thought throughout the

south. The church is still important as a center for community interaction and fellowship. One can conclude the church is still the spiritual as well as recreational heart of the community. In 1908 the Methodist Church was built with the Reverend B.E. Stanfield as its pastor. This was a frame building and parsonage. In 1909 the Missionary Baptist Church was organized with the Reverend J.W. Nobles serving as pastor until December 1909. With no manufacturing concerns opening, the residents moved in rather slowly. By fall of 1919, Bailey began growing more rapidly with two modern tobacco warehouses. These employed had only two years of service. One was then converted into a garage and the other into the first Ford Motor Company in Bailey. Both buildings were later destroyed by fire.

In 1921 the Town of Bailey issued bonds to the value of \$20,000 for the purpose of constructing, installing, and equipping an electric light system for the town. This was later sold to Carolina Power and Light company to ensure the town of adequate power.

The US 264 highway from Raleigh to Wilson through the town was helpful in connecting Bailey with the rest of the state. When streets were paved in 1934 and 1935, the town began to look more like a thriving community. With a modern school, churches, clubs, stores and homes, the population increased considerably. A water system was completed after much planning and labor.

Civic life has, for some years, been an important part of the community. For many years there has been a Masonic Lodge in Bailey. By the early fifties, the Masons constructed a building for their own use and for the recreational use of the townspeople. Other established civic organizations include the American Legion and Ladies Auxiliary, the Lions Club, the Eastern Star and Chamber of Commerce. In the past there was a Junior Order, now dissolved. Homemakers Clubs and 4-H clubs, a carryover of the farms, have been strong organizations in the town for many years.

For many years the town has owned a community center which has been available to the people of the area for a nominal fee. This is a tribute to the community action in the area. A Boy Scout Troop is active in Bailey, offering an opportunity for creativity for the boys.

Bailey has a two-man police department serving the community with the police being employed by the town. It was long felt that social class is a definite aspect in the enactment of city ordinances such as, if you belong to the "structure," you are relatively safe from police involvement. In a small town, the communication and extent one was known was a deterrent to lawlessness.

Bailey has a volunteer fire department which is a result of cooperative effort on the part of the citizens of Bailey and the surrounding area. Over the years, this volunteer action has saved the community millions of dollars annually in fire prevention and control.

The department has expanded to include two trucks and two water carriers. When the fire department was established, insurance rates in the town were reduced by over 30%. (This is all in the 1968 or prior to 1968 time frame.)

Another establishment for which Bailey is recognized is the location of Camp Charles Regional Campgrounds for the Boy Scouts of America. This camp has brought many visitors into the town. However, for all practical purposes, the camp is of no economic importance to the town or community.

In 1929, a book club was organized in Bailey, the Virginia Dare Book Club. This organization is directly responsible for the establishment of a town library which is today one of the outstanding libraries in a town of this size in the state. It has a circulation of several thousand volumes. The book club has been responsible for bringing several programs to town, one of which involved state-wide recognition was a natural science exhibit several years ago. The book club has involved itself in the study of the cultural aspects of the community heritage.

During the 1930's, Bailey and the surrounding community sponsored a community fair. This was a fine occasion for the community as farmers brought their farm products to the fair for judging and premiums. It was also a festive occasion which celebrated the harvest season, a backbone of the community.

Bailey has had an established druggist and medical doctors from its beginning. Since the drugstore was built in 1915, there has been a continuous availability of medical advice and prescriptions. In most cases, an individual who was established as a doctor in Bailey has been very successful, drawing from both the town and rural areas.

These remembrances are from the vantage point of a close association with a country doctor, James Bryan Outlaw, having been written by James Allen Whitaker, M.D., a one-time country doctor's companion-assistant.) In 1910 circumstances placed Dr. Whitaker in Middlesex on the opposite side of Nash Country from the place of his birth. At a young age, he had a new stepfather who was a kindly and indulging replacement for a father lost to a sudden attack of lobar pneumonia. Hence the familiarity now with those interesting boom towns of 1909. Dr. Outlaw was a younger contemporary of Dr. Howard Franklin Freeman (1848-1959) and of Dr. Cornelius Brantley (1860-1942) both of whom used for their offices the building which is now occupied by the Country Doctor Museum.

Dr. Freeman of Rock Ridge went to Middlesex circa 1909-10. Soon after, circa 1913, he moved to Bailey. His son, Dr. M.R. Freeman, succeeded him in his Bailey practice.

Dr. Cornelius Brantley moved, circa 1909-10, from nearby Stanhope and established a medical practice in Bailey, another new town on the railroad. His son Paul, a

pharmacist in Wendell, married Miriam Stringfield whose father was a renowned educator and whose brother, Lamar Stringfield, was a composer who organized and conducted the North Carolina Symphony. Lamar Stringfield was awarded a Pulitzer Prize in 1928 for his suite from the Southern Mountains.

According to Dr. Whitaker, time passed slowly for a young boy, riding at sunset in a horse-drawn buggy with his stepfather, a country doctor, along the same lonely roads at the same time as Dr. Freeman and Dr. Brantley. This was the beginning (1910) of several years close association with this area and people, as seen from a seat in the buggy beside the doctor.

With the slow gait of the horse, he walked a little, trotted a little, and there was time to smell the flowers, the scent of pine trees and the aroma of ham cooking in kitchens beside the road.

The country road between Bailey and Middlesex skirted the Gallberry on the southwest, crossed over Turkey Creek on a wooden bridge; then there was a sandy fork at a branch where the horse stopped for a drink, always upstream from the buggy. In the distance toward the sunset, from deep in the woods beyond John Dean's house, came the rumble of the log tram train heading into Middlesex on its last run of the day. The long mournful melodic notes from the tram engine whistle echoing through the woods told the boy that the engineer was a romantic, tired and on the way home. Suddenly, from a distance, a lone farmer replied with a yodel and a song, like a song which gave birth to the blues, right there in the backwoods on Turkey Creek; and it seems as if it was only yesterday. This is a description of a real scene, not a fantasy, but only a memory now for that long ago observant boy.

The medical practice area of the doctors who occupied the building, now the Country Doctor Museum, was adjacent to and entwined with the Middlesex area where there were three doctors. There was also an overlapping with other practices in Zebulon, Kenly, Bunn, Spring Hope and Wilson.

These early doctors maintained an office but most of a county doctor's work was done in the patient's home. The work varied from treating colds, fevers, cuts, rheumatism, worms, fractured bones, and sometimes appendectomies or amputations. The surgical procedures were attended to on the kitchen tables. Usually, in cases of that complexity, the physicians worked by lamplight in groups of two or three. One would administer chloroform or ether by inhalation and two would operate. A sterile operative field was a goal seldom attained. Instruments were boiled, "sterile" drapes were clean sheets ironed with a hot iron, and hands were washed and then soaked in a solution of bichloride of mercury. Gloves were sometimes used. Tincture of iodine was used freely on fresh wounds.

Often urine retention required urgent catheterization. Catheters were not refined, no

Foley retention catheter. Sometimes a ring had to be removed from a finger or a tooth pulled. Such was the practice of the younger doctors. A few of the older ones did not believe fully in sterilization and other such "folderol." The fore-mentioned doctors all had sterilizers.

Pneumonia (lobar) was a common killer disease, greatly feared. Each year, especially in winter, it took its toll, with victims often the young and robust. Duration of acute lobar pneumonia was about two weeks. In three weeks, without complications, the patient was either well or dead.

There was a specific cause but no specific treatment. The doctor was forced to use supportive treatment and nursing care. Sometimes a tank of oxygen and a "trained nurse" would be called in from Wilson, not Rocky Mount, until several years after 1913-14 when the Rocky Mount Sanitarium and the Park View Hospital opened. It was the Wilson Sanitarium in 1906.

In most communities there was a doctor who was praised for special skills he had shown in successfully treating pneumonia. That could have meant he remained faithfully at the patient's bedside day and night until the crisis had passed.

The country doctor's armamentarium was carried in two leather handbags. One, a black satchel, contained racks of small pill bottles and a bottle or two of liquid medicine; the other bag, dark brown, contained forceps and other obstetrical supplies. The blood pressure instrument and stethoscope were carried in the pocket of the doctor's jacket which was rarely left behind, even in summer.

These doctors cherished a dignity which won respect. That respect is much of the legacy inherited by today's generation of doctors.

A conjecture sometimes expressed by older doctors and nurses is that terminally ill patients suffering intractable pain and distress would be better served in the medical and social environment of 1900. At that time effective drugs were at hand and there was less reluctance to use such drugs therapeutically than there is now. Nursing care, always at home, was personal and adequate.

Office x-ray equipment consisted of a fluoroscope in a neat cabinet and was in use of one doctor's office here in 1916. It was manufactured by the Thompson Electrical Company. The doctor's office was sometimes found to be unlocked which gave occasion for the son to give fluoroscopic demonstrations to his young friends.

Dr. Whitaker continued in his writings that the problems these pioneers continually had with the health and well-being of the people in this newly developed town was that of sanitation and sterilization. However, as time went on, the people of the community pulled together to educate its people of the problems and how to combat them.

In January 1918 many main roads became impassable in the winter. Before automobiles came into use by these doctors, they kept a stable of horses. The work load was too tiring for one horse so Dr. Outlaw kept four horses, two bays and two blacks, and a stable attendant. Sometimes two horses were hitched up together. The one he used most was a medium-sized bay named Buster. Buster was dependable, long-winded, tough and not too temperamental. In an emergency, if necessary, he could swim with the buggy short distances to cross a flooded creek but refused to tolerate a saddle. Although many horsemen tried, none were able to ride on his back until later on in the horse's old age.

When the weather became bad, the doctor was forced to park his automobile, which was useless, and changed to horse and buggy. There were freezing rains, snow, hard freezes and thaws. Finally, even the better roads were too muddy for any traffic. Automobiles, with or without chains, were useless. Soon the buggy was also parked. Then, once again, the old saddle was thrown across the horse's back. A week later, even the saddle horse could not travel the roads of deep mud. The flow of traffic was forced into adjacent fields, woods and yards. This was a description of many local roads in the winter, including those main ones.

The yard near the house was clean-swept with a brush broom from the woods. There would be grass in the periphery of the yard where livestock grazed. Pea fowls were often kept in the yard, as were horses and sheep. The post-Civil War people here ate more mutton (lamb) than did their children or their grandchildren. The latter ate none. The yard was sometimes enclosed with a rail fence with a front gate which often was at the entrance to a lane, a hundred yards or less, leading to the front door. There were other gates giving access to the stables, barns, and to the farm.

The Town of Bailey has been host to several leaders on both the national and international level. President Harry S. Tuman made a visit to the town when he was in office. In 1954, Bailey was host to President and Madame Bayar, President of the Republic of Turkey, and his staff of approximately 35 aides and press representatives. At this time Bailey gained national attention. Today the people of Bailey reminisce about the memories of those dignitary visits. After Bayar's visit, officials of the high school and the staff of the school paper were entertained at the Turkish Embassy in exchange for the hospitality afforded the president when he visited the town.

After the railroad was in place, it was a nice short trip from Bailey or Middlesex to Zebulon; whereas with the horse and buggy or just horse, travel in the winter was curtailed or very slow. The train, however, offered all-weather service. An added amenity was the convenient connection in Raleigh with the Southern Railroad morning train for Asheville. This train carried a chair car and diner. The passenger and freight service was a great convenience for everyone, especially those whose family vacations were to the mountains. It was a special convenience also for politicians, drummers, and college students, as well as for the doctor's wife and son.

In September when colleges in central North Carolina opened, the train would be overloaded with college students, some with trunks in the baggage car from the Elizabeth City, Plymouth, Washington, or Greenville areas. They traveled again before and after holidays.

Drummers (salesmen) could arrive in town in the morning by a train from either direction...Raleigh or Wilson. A horse and buggy could be rented at the nearby livery stable. After visiting customers, usually town and country stores, the rig would be turned back in at the livery stable. Then there was an option to spend the night at the hotel or take a west-bound evening train to Raleigh or an east-bound train to Wilson or Norfolk. The response to the new railroad in 1909 was immediate. It opened up to the outside world a large area in southwestern Nash County, eastern Wake County, northern Johnston County, and parts of Franklin and Wilson Counties.

Peddlers came through these communities on foot, going from farm to farm with their wares in a pack on their back. Some peddlers came by saddle horse. These peddlers sold non-perishable items such as dry goods and notions. Some came in small enclosed one-horse wagons and on occasion, one might have an animal to draw attention, such as a monkey and, rarely, an organ. At least some of these peddlers, after the turn of the century, became merchant princes or manufacturers of nationwide renown (Cesar Cone). After the railroad arrived, the peddlers were considered outdated since railroads could provide products and services faster.

Note: the following is a re-typed article from a newspaper written by Mrs. Jessie P. Farmer, an English teacher at Bailey High School who had married A.H. (Howard) Farmer. This is her account of the history of Bailey. Mrs. Farmer had a long tenure of teaching at Bailey High School.

"Credit for there being the town of Bailey goes to A.H. Farmer and his father. Around 1909 they used their influence to get the Norfolk and Southern Railroad to come through the area of Nash County now known as Bailey by agreeing to give every other block of the town to the railroad in return for making Bailey a station. Years later the railroad sold their lots back to Bailey residents.

"At age 17 Farmer undertook the project of setting out trees in the residential area, many lining Highway 264 that goes through Bailey. Years later he planted a number of dogwoods over the central area of the town.

"His parents gave the land for the Bailey Methodist church, of which he was a charter member, serving at times as superintendent of the Sunday School and teacher of the Men's Bible Class.

"Learning that the President of Turkey was coming to visit the United States with a request that he might visit some of the schools of the country, Farmer was told that Congress was planning to have the Turkish delegation visit some of the larger institutions and high schools of eastern U.S. He contacted his Congressman, Harold Cooley, pointing out that that would not be an honest picture of the educational system of the U.S. Insisting that the tour should include both large and small school systems, he finally, by working in cooperation with Congressman Cooley, had Bailey High, a small high school, listed as one of the schools to be visited. The school and community joined efforts to make the Turkish visit one in which the activities of the school were honestly presented. A special edition of the school's paper, *The Bailey Bugle*, was presented the visitors. Classrooms and the Home Economics Dept. opened for tours, and a public program was given in honor of the dignitaries. "Tiny Bailey" became a hive next day as *The News and Observer* ran a series of pictures made of the Turkish visit to the town and an account of the visit.

"Another instance of Farmer's support for what he loved was the only fair stand to take for those concerned and that was in regard to the Bailey High School debating team several years ago. The team had won the honor of competing at the University at Chapel Hill for the State Champion team. The semifinals were to be held on Thursday night and the finals on Friday night. The University had planned a number of events for the visiting teams throughout the weekend. The Principal of the Bailey School told the debating team that if they lost on Thursday evening, they were to return home that night and be in school Friday morning. Feeling this was not fair for the team who had worked so hard to attain their present honor, Farmer contacted the chairman of the school board and relayed the demand made by the principal. The chairman, believing as Farmer did, went to see the principal, requesting that the team be allowed to remain for the entire weekend having won or lost. Even today those students still relate how much that weekend meant to them even though they lost on Thursday night.

"Other characteristics he possessed were his individuality, kindness, big heart, senses of loyalty and honesty, lover of flowers, theatrical performances, and travel. How he dressed, as a rule, was not an important factor to him, but when the occasion demanded, no one could be better dressed.

"He had for a number of years his own hot house where he grew his own beautiful flowers. His Easter corsage to a lady friend often was an arm bouquet of lovely tulips he had grown.

"An avid reader, he was an entertaining host and conversationalist. Vacation time meant travel time throughout central and eastern United States and parts of Canada.

"A true Republican at heart, he was nominated by his party to run for state Agricultural Secretary. His campaigning proved to be too much for his health and led to his death

in September, 1961.

"If there ever was an individual character, he was one, standing for what he believed regardless of what others thought or did. He was loyal to the nth degree of any school activities I helped promote by his backing, his presence, his interest. This is the man who was my husband."